

No One Type of Road Best

No effort has been made to encourage the construction of any particular type of road in the Federal-aid projects administered by the Bureau of Roads of the United States Department of Agriculture. The legal requirement that the roads shall be "substantial in character" has not been interpreted to mean that only the most expensive types of roads should be built. It has been recognized that the heavy and expensive construction which is necessary in New York, Massachusetts, and Pennsylvania is not suitable or warranted for the less exacting traffic of Nevada, Idaho, and the Dakotas.

There is a suitable type of road for every type of traffic. Granite blocks are best around wharves and freight depots; country thoroughfares need to be better than rural side roads lightly traveled. A number of other considerations have influenced the choice of type in many cases. It is frequently found that suitable local materials may cost less than better materials imported from a distance; approval of the use of local materials is not infrequently given for the purpose of encouraging local production. In parts of the far West the entire absence of water along a right of way, and the expense of keeping adequate supply, often make it necessary to approve the building of a type of construction that can be built without using large quantities of water.

The initial decision as to the type of a particular road is made by the State highway department. The bureau of public roads makes an independent study of the conditions. The most suitable type of road in the judgement of the engineers of the State department and of the Bureau of public roads is finally decided upon. The earth, sand-clay and gravel roads which make up 66 per cent of the mileage have cost only about one-fourth of the federal-aid funds used, while the higher types, including cement concrete, brick, and bituminous concrete have called for 60 per cent of the money build 24 per cent of the mileage.

Fish or Cut Bait

The railroad labor organizations are engaged in a referendum to determine whether they will accept the wage reductions ordered by the railroad labor board or strike. The result is to be announced September 1. The deliberation with which the vote is being conducted indicates that the labor leaders are giving most careful thought to the problem. They know that with the present high cost of rail transportation shippers are either with-holding their shipments or are consigning them to carriers by water. The railroads simply cannot survive unless they regain most of the business they have lost. It is a case with the employees of accepting reductions in wages or of facing a shutdown of the roads, with consequent entire loss of employment.

The Augean Stable

The democrats of the senate and house are loud in their

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criticism of what they allege is the failure of the republican administration to effect the reforms promised in the campaign of last year. The people must realize that whatever delays are encountered by the republicans in their endeavors to put things to rights are due to the handicaps left by the retiring democratic administration. Never did a president take office with the machinery of government in such a deplorable condition as that found by Mr. Harding when he stepped into the white house on March 4th. His first duty has been to repair the damage and remove the difficulties left in his way by his predecessor. Long strides have been in that direction, and if the people will be patient they will see the debris of democracy cleaned away and the path opened for carrying into effect the republican reforms that the nation craves.

Real Service Rendered

Where the man in the country subscribes to the Daily Drivers Telegram the value of the paper to him does not stop with the market reports and other valuable reading matter that the paper contains. If he wants to hold a sale, and takes advantage of the advertising columns to make public the fact, the services of the best field men in the country are his, at no charge above the cost of the advertising proper.

These men stand ready to help him make up his catalogue, conduct the sale can. This is their profession, and, like everything else about the Drivers Telegram, it is well done. They serve as Clerk, auctioneer, or order buyer for those who themselves are unable to get to the sale. They are constantly traveling over the territory and are in touch with the men who buy, as well as those who desire to sell live stock of any kind. They know all the purebred breeders, and their services as well as their advice, go along with Drivers Telegram advertising and subscriptions.

If you are planning to either hold or attend a live stock sale this summer or fall, take your first step toward securing the services of either Walter Mitchell or Ralph Dawson as field men, by stopping in the Blade office and subscribing to the Daily Drivers Telegram.

Cause of Business Distress

Herbert Hoover, secretary of commerce, made an address in Chicago the other day in which he placed most of the blame for present business depression upon forces set in motion by the post war boom. The government is using "sanitary and caution" to aid business recovery,

he said, and is sure of success.

"We do have forces working in the country of a quality never experienced. First, we have now provided a financial system that has saved us from the terrible destruction of a monetary panic that would otherwise have accompanied so tremendous a fall in values. Second, we have a higher sense of service, a widespread willingness to give aid to the injured in business.

"Thousands of firms whose cases seemed hopeless months ago are on the road to safety. From the war we have to recover many losses and to change our productive forces in accordance with the economic shifts in the world.

"Spreading over all this, however, lies the fact that this depression is to a great degree born of the malevolent forces set in motion by inflation and by all booms.

"We must suffer a period of duress from war and punishment for the boom until we rebuild our virtues of hard work, frugal living, more saving, sober conduct and higher honesty. There are a few people who will not accept these hard facts who will persist in the notion that they can, by various devices, avoid reaping what they were sowed.

"The resistance of a few groups of manufacturers or dealers to lowering prices to the general level; the resistance of a few groups of workers to accommodation of their wage to the decreasing cost of living, and the necessity for a better day's work; the refusal of some people to curtail their extravagance all contribute to our undoing. They delay recovery and contribute to employment among the rest of us."

Hoover said he had records showing that in most manufacturing establishments efficiency has increased from twenty to thirty per cent during the last 12 months. He said the farmers are making extraordinary efforts this year and will produce this year's crops at much less than last year's cost.

Order of Publication

In the Linn County Court at Brookfield, Missouri, October term 1921.

H. C. LOMAX, Plaintiff

vs.

Henry Wheelbarger, Virgil Wheelbarger, Charles Wheelbarger, John Mitchell, John J. Pershing, James F. Pershing, Elizabeth Butler, May Pershing, Paddock, Paddock, Roscoe Wheelbarger, Charles Wheelbarger, Allen Wheelbarger, Ella Wheelbarger. The unknown consorts heirs devisees, donees, assignees and immediate mesne or remote voluntary and involuntary grantees and legal representatives of John F. Pershing, deceased, Henry Wheelbarger, deceased, Nathaniel W. Harris, deceased, Allen S. Wheelbarger, deceased, Bruce, deceased, and all other unknown persons whose names cannot be inserted because their names are unknown to plaintiff but who derive and might claim title estate or interest in plaintiff's land by through or under the above named defendants.

The State of Missouri: To the above named or described defendants, Greeting: You and each one of you are hereby notified that an action has been commenced against you in the Circuit court of Linn county, Missouri, at Brookfield in the state of Missouri, seeking the title to the following described lands and tenements to-wit: Lots Nos. One (1), Two (2), Three (3), and Four (4), in Block No. Six (6) in the Northern Addition to the town now city of Laclede, Missouri, the object and general nature of which is to perfect and quiet the title to the above described land in plaintiff in which it is alleged in plaintiff's petition that you claim some interest in said land adverse to the plaintiff herein. Which state action is returnable on the first day of the next term of said court to be begun and held at the court house in the city of Brookfield in Linn County, Missouri, on Monday, the third day of October, 1921, when and where you may appear and answer or otherwise defend such action; Otherwise plaintiff's petition will be taken as confessed and judgement rendered accordingly.

H. H. LAMB, Clerk of the circuit court.

State of Missouri, County of Linn, ss.

I, H. H. Lamb, clerk of the circuit court of the county aforesaid hereby certify that the foregoing is a true copy of the original order of publication as the same appears of record in my office. Witness my hand and the seal of the court this 5th day of July, 1921.

H. H. LAMB, Clerk of the circuit court.

[Seal]

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